



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: May 4, 2017

Person Contacted: Mr. James Lewis (Owner, Airtronics Avionics)

NTSB Accident Number: WPR17FA013

Narrative:

The following is a summary of the information provided by Mr. Lewis in a telephone conversation on this date:

NTSB Note: Mr. Lewis is the owner of Airtronics Avionics, the FAA repair station which conducted the most recent maintenance on the airplane (N364RM). That activity was an owner-requested Nav/Comm and ADS-B upgrade.

- Mr. Lewis spoke directly with a "manager" from the OAK FSDO shortly after the accident; he did not recall the name of that individual.
 - The FAA had called in order to obtain information regarding the recently-conducted avionics work
- Mr. Lewis and one of his employees conducted the avionics mods
- The other employee was Mr. Randy Ziemer, who is also A&P rated
- The work consisted of removing one each Garmin 430 and 530 units, and replacing them with "touch screen versions" of those units
- Mr. Lewis described the work as follows:
 - It is "not quite a slide-in" changeout, meaning it required more than simply removing the old units from their carriage/mounting trays and inserting new units
 - The work required changeout of the carriage/mounting trays
 - The work required some connector and some pin changes
 - It also required the addition of some wiring for the ADS-B unit
 - Almost all work was conducted from the 'front' [pilot/copilot-facing side] of the instrument panel, as opposed to accessing items from the underside
 - The only 'underside' work was verification that the circuit breaker on the subpanel was properly wired & connected
 - No flight controls were loosened or disconnected for the work
- A total of three persons then reviewed/inspected the completed work

- Two were Mr. Lewis and Mr. Ziemer
 - The third person was not identified
- The checkout included:
 - Ground check of functions (including autopilot) with a signal generator
 - Physical verification of full control movement, and checks for binding/interference
 - Mr. Lewis noted that behind the panel, each control yoke travel area is protected by an "8inch shelf" which precludes any components/wires etc from intruding into the area required for unobstructed control movement
 - Run up and function tests with the engine running and power on all equipment
 - Audio checks of all systems/modes
- The shop checkout did not include any flight test
- The shop did not fly the airplane subsequent to the work
- Copies or originals of all relevant documents were provided to the owner (in a manila envelope in the airplane)
- Mr. Renato Simone [one of the accident pilots] came to pick up the completed airplane late in the afternoon [of Oct 20], about 1630 to 1645, for the owner, and to fly it back to CCR, the owner's home airport
- Mr. Lewis was not present, but Mr. Ziemer was present, and assisted Mr. Simone, until the airplane departed
- At some point during the acceptance, pre-departure procedures, Mr. Simone telephoned Mr. Lewis to help him with some un-recalled problem with the airplane
 - Mr. Lewis partially recalled that it was a 'switchology' problem/question regarding the intercom; Mr Simone was unaware of how to "turn on" a particular function or device
 - They resolved the problem/question on the telephone, and Mr. Simone departed in the airplane to CCR
 - When explicitly asked, Mr. Ziemer was not aware of this event
- After he landed at CCR, Mr. Simone telephoned Mr. Lewis again to say that everything checked out, except that the sidetone volume seemed to be inordinately loud relative to other audio
- They agreed that Mr. Lewis would try to rectify the issue in the coming days, but that it was not urgent, and did not preclude use of the airplane or the new avionics
- The shop had taken 'before & after' photos of the panel, and will provide them to the NTSB